

In the claims:

1. (Original) A method of operating a cooling and heating circuit of a motor vehicle driven by an internal combustion engine, comprising the steps of providing a first cooling medium path through a bypass conduit, a second cooling medium path through a main cooler of the internal combustion engine, a third cooling medium path through a heating heat exchanger; subdividing the cooling medium paths by electrically actuated valves and forming the cooling medium flows by an electrically driven pump; controlling both the valve and the pump by an electronic control unit in dependence on operational and environmental parameters as well as nominal values; reversing a feeding direction of the electrically operated pump in a first operational phase of the internal combustion engine at low temperatures of the internal combustion engine and turned on first cooling medium path; and feeding the cooling medium by the pump in a lower region of the internal combustion engine.

2. (Original) A method as defined in claim 1; and further comprising providing a fourth cooling medium path through an oil heat exchanger.

3. (Currently amended) ~~A method as defined in claim 1;~~  
~~and further comprising~~ A method of operating a cooling and heating circuit of  
a motor vehicle driven by an internal combustion engine, comprising the  
steps of providing a first cooling medium path through a bypass conduit, a  
second cooling medium path through a main cooler of the internal  
combustion engine, a third cooling medium path through a heating heat  
exchanger; subdividing the cooling medium paths by electrically actuated  
valves and forming the cooling medium flows by an electrically driven pump;  
controlling both the valve and the pump by an electronic control unit in  
dependence on operational and environmental parameters as well as  
nominal values; reversing a feeding direction of the electrically operated  
pump in a first operational phase of the internal combustion engine at low  
temperatures of the internal combustion engine and turned on first cooling  
medium path; and feeding the cooling medium by the pump in a lower region  
of the internal combustion engine; detecting at least one parameter selected  
from the group consisting of a time of the year, an operational location of the  
internal combustion engine and both; and evaluating said at least one  
parameter for regulation of the cooling medium flows by the control unit.

4. (Original) A method as defined in claim 3; and further comprising using for detection of the time of the year a component selected from the group consisting of a board clock, a board computer, and both.

5. (Original) A method as defined in claim 3; and further comprising using for detection of the operational location of the internal combustion engine at least one navigation device.

6. (Original) A method as defined in claim 1; and further comprising opening one of the valves toward a heating circuit at cold outside temperatures.

7. (Currently amended) A method of operating a cooling and heating circuit of a motor vehicle driven by an internal combustion engine, comprising the steps of providing a first cooling medium path through a bypass conduit, a second cooling medium path through a main cooler of the internal combustion engine, a third cooling medium path through a heating heat exchanger; subdividing the cooling medium paths by electrically actuated valves and forming the cooling medium flows by an electrically driven pump; controlling both the valves and the pump by an electronic control unit in dependence on operational and environmental parameters as

well as nominal values; and preventing a cooling medium feeding by a thermal syphon action, by closing the valves in a first operational phase of the internal combustion engine at low temperatures of the internal combustion engine, ~~by a thermal syphon action~~.

8. (Previously presented) A method of operating a cooling and heating circuit of a motor vehicle driven by an internal combustion engine, comprising the steps of providing a first cooling medium path through a bypass conduit, a second cooling medium path through a main cooler of the internal combustion engine, a third cooling medium path through a heating heat exchanger; subdividing the cooling medium paths by electrically actuated valves and forming the cooling medium flows by an electrically driven pump; controlling both the valves and the pump by an electronic control unit in dependence on operational and environmental parameters as well as nominal values; reducing a cooling medium feeding by closing one of the valves at cold outside temperatures in a first operational phase of the internal combustion engine at low temperatures; and opening the other valve to a heating circuit.

9. (Previously presented) A cooling and heating circuit of a motor vehicle driven by an internal combustion engine, comprising a bypass

conduit through which a first cooling medium path extends; a main cooler of the internal combustion engine through which a second cooling medium path extends; a heating heat exchanger through which a third cooling medium path extends; electrically operated valves which subdivide the cooling medium paths; an electrically driven pump which provides cooling medium flows; an electronic control device which controls said valves and said pump depending on operational and environmental parameters so that a feeding direction of said electrically driven pump in a first operational phase of the internal combustion engine at low temperatures of the internal combustion engine and with the first cooling medium path turned on is reversed, and said pump supplies a cooling medium in a lower region of said internal combustion engine.

10. (Previously presented) A cooling and heating circuit as defined in claim 9, wherein said bypass conduit of said first cooling medium path is short.

11. (Previously presented) A cooling and heating circuit 9, wherein said bypass conduit extends in a housing of the internal combustion engine.

12. (Previously presented) A cooling and heating circuit 9, wherein said bypass conduit is heat insulated.

13. (Currently amended) A cooling and heating circuit of a motor vehicle driven by an internal combustion engine, comprising a bypass conduit through which a first cooling medium path extends; a main cooler of the internal combustion engine through which a second cooling medium path extends; a heating heat exchanger through which a third cooling medium path extends; electrically operated valves which subdivide the cooling medium paths; an electrically driven pump which provides cooling medium flows; an electronic control device which controls said valves and said pump depending on operational and environmental parameters, so that in a first operational phase of the internal combustion engine at low temperatures of the internal combustion engine a cooling medium supply ~~is prevented by~~ thermal syphon action is prevented by closing of one of said valves and closing of the other of said valves.

14. (Previously presented) A cooling and heating circuit as defined in claim 13, wherein said bypass conduit of said first cooling medium path is short.

15. (Previously presented) A cooling and heating circuit 13, wherein said bypass conduit extends in a housing of the internal combustion engine.

16. (Previously presented) A cooling and heating circuit 13, wherein said bypass conduit is heat insulated.

17. (Currently amended) A cooling and heating circuit of a motor vehicle driven by an internal combustion engine, comprising a bypass conduit through which a first cooling medium path extends; a main cooler of the internal combustion engine through which a second cooling medium path extends; a heating heat exchanger through which a third cooling medium path extends; electrically operated valves which subdivide the cooling medium paths; an electrically driven pump which provides cooling medium flow; an electronic control device which controls said valves and said pump depending on operational and environmental parameters, so that at cold outside temperatures in a first operational phase of the internal combustion engine at low temperatures a cooling medium supply ~~is reduced by thermal syphon action~~ is reduced with one of said valves closed, and the other of said valves is open to a heating circuit.

18. (Previously presented) A cooling and heating circuit as defined in claim 17, wherein said bypass conduit of said first cooling medium path is short.

19. (Previously presented) A cooling and heating circuit 17, wherein said bypass conduit extends in a housing of the internal combustion engine.

20. A cooling and heating circuit 17, wherein said bypass conduit is heat insulated.

21. (New) A method of operating a cooling and heating circuit of a motor vehicle driven by an internal combustion engine, comprising the steps of providing a first cooling medium path through a bypass conduit, a second cooling medium path through a main cooler of the internal combustion engine, a third cooling medium path through a heating heat exchanger; subdividing the cooling medium paths by electrically actuated valves and forming the cooling medium flows by an electrically driven pump; controlling both the valves and the pump by an electronic control unit in dependence on operational and environmental parameters as well as nominal values; and preventing a cooling medium feeding by a thermal



syphon action with the pump stopped, by closing the valves in a first operational phase of the internal combustion engine at low temperatures of the internal combustion engine.

22. (New) A cooling and heating circuit of a motor vehicle driven by an internal combustion engine, comprising a bypass conduit through which a first cooling medium path extends; a main cooler of the internal combustion engine through which a second cooling medium path extends; a heating heat exchanger through which a third cooling medium path extends; electrically operated valves which subdivide the cooling medium paths; an electrically driven pump which provides cooling medium flows; an electronic control device which controls said valves and said pump depending on operational and environmental parameters, so that in a first operational phase of the internal combustion engine at low temperatures of the internal combustion engine a cooling medium supply by thermal syphon action with the pump stopped is prevented by closing of one of said valves and closing of the other of said valves.